

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. Name of Property

historic name: Lewistown Satellite Airfield Historic District (Boundary Increase III)  
other name/site number: Lewistown Pattern Bombing Range; Bull's Eye/24PT0236; Lewistown Airport/24FR0851

2. Location

street & number: Welter Divide Road, 12 Miles North of Winnett, MT not for publication: n/a  
city/town: Winnett vicinity: n/a  
state: Montana code: MT county: Petroleum code: 027 zip code: 59087

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets    does not meet the National Register Criteria. I recommend that this property be considered significant    nationally X statewide X locally.

Signature of certifying official/Title

Date

Montana State Historic Preservation Office

State or Federal agency or bureau

(    See continuation sheet for additional comments.)

In my opinion, the property    meets    does not meet the National Register criteria.

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

Signature of the Keeper

Date of Action

   entered in the National Register

   see continuation sheet

   determined eligible for the National Register

   see continuation sheet

   determined not eligible for the National Register

   see continuation sheet

   removed from the National Register

   see continuation sheet

   other (explain):

Lewistown Satellite Airfield Historic District (Boundary Increase III)

Name of Property

Petroleum County, Montana

County and State

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**5. Classification**

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<b>Ownership of Property:</b>	Public - Federal	<b>Number of Resources within Property</b>	
<b>Category of Property:</b>	District	Contributing	Noncontributing
<b>Number of contributing resources previously</b>		<u>0</u>	<u>0</u> building(s)
<b>listed in the National Register:</b>	43	<u>2</u>	<u>0</u> sites
<b>Name of related multiple property listing:</b>	n/a	<u>0</u>	<u>0</u> structures
		<u>0</u>	<u>0</u> objects
		<u>2</u>	<u>0</u> TOTAL

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**6. Function or Use**

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**Historic Functions:**

DEFENSE/air facility

**Current Functions:**

Agriculture/Subsistence / agricultural field

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**7. Description**

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**Architectural Classification:**

N/A

**Materials:**

foundation: n/a

walls: n/a

roof: n/a

other: EARTH

other: METAL/Steel

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**Narrative Description**

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(see continuation sheet)

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**8. Statement of Significance**

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Applicable NR Criteria:	A	Areas of Significance:	MILITARY
Criteria Considerations:	N/A	Period(s) of Significance:	1942-43
Significant Person(s):	N/A	Significant Dates:	1942
Cultural Affiliation:	N/A	Architect/Builder:	N/A

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**Narrative Statement of Significance**

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(see continuation sheet)

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**9. Major Bibliographic References**

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Architectural and Engineering drawings for the Lewistown Satellite Airfield. Howard R. Green Co., Arcts & Engr's, Cedar Rapids, Iowa. On file at the Lewistown Airport.

Callahan, Bill. Fairmont Army Airfield National Register Nomination Form. on file at the Nebraska State Historic Preservation Office, Lincoln, NE, 10/22/2002.

Eichhorn, Larry. *The Indelible Bull's –Eye*. Lewistown New-Argus. July 16, 2000.

Final Site Inspection Report. Lewistown Pattern Bombing Range. Petroleum County, MT. FUDS Property No. B08MT0325. Shaw Environmental Inc. September 2007.

**Lewistown Satellite Airfield Historic District (Boundary Increase III)**

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Hampton, K. and L. Johnson. National Register Nomination Form for the Lewistown Satellite Airfield Historic District Boundary Increase. Form on file at the Montana State Historic Preservation Office, 2003.

"Historical Context for Malmstrom Air Force Base, Montana." Prepared for 341 CES/CEVP, Malmstrom Air Force Base, Montana by CH2MHill. December 31, 1997.

Johnson, L. National Register Nomination Form for the Lewistown Satellite Airfield Historic District. Form on file at the Montana State Historic Preservation Office, 1999.

Kriv, Arlene. *World War II and the U.S. Army Mobilization Program: A History of 700 and 800 Series Cantonment Construction*. HABS/HAER guidance document published by the U.S. Department of the Interior, National Park Service, 1991.

Kuranda, K., K. Grandine, B. Cleven, T. Davis and N. Patch. Historic Context for Army Fixed-Wing Airfields 1903-1989: Final Draft Report. Consultant's report (R. Christopher Goodwin and Associates, Inc., Maryland) prepared for the U.S. Army Environmental Center (Maryland), 2002.

*Lewistown Democrat-News*, May 6 and 25, 1942; June 16, 1942; July 3, 13, 29, and 31, 1942; August 7, 20, and 25, 1942; October 8, 14, 17, and 18, 1942; September 3, 1942; November 1, 15, 16, and 26, 1942; December 11, 17, and 31, 1942; January 2, 13, 20, and 26, 1943; September 4, 1943.

Nucleus Journalist. *B-17 Brings Back a Bit of Base History*. November 17, 2006.

Rennie, Patrick. Site form update for 24FR851. Document on file with the Archaeological Records Office, Missoula, 2004.

Sherman, Don. "The Secret Weapon." *Air & Space Magazine*. March 15, 1999.

U.S. Centennial of Flight Commission. "Norden Bombsight," available at:  
[http://www.centennialofflight.gov/essay/Dictionary/NORDEN\\_BOMBSIGHT/DI145.htm](http://www.centennialofflight.gov/essay/Dictionary/NORDEN_BOMBSIGHT/DI145.htm)

**Previous documentation on file (NPS):**

☐ preliminary determination of individual listing (36 CFR 67) has been requested.  
☐ previously listed in the National Register  
☐ previously determined eligible by the National Register  
☐ designated a National Historic Landmark  
☐ recorded by Historic American Buildings Survey # \_\_\_\_\_  
☐ recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary Location of Additional Data:**

☒ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other -- Specify Repository:

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**10. Geographical Data**

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**Acreage of Property nominated with this form:** approximately 40 acres.

**UTM References:**

	<b>Zone</b>	<b>Easting</b>	<b>Northing</b>
A	12	695000	5227110(NW corner)
B	12	695410	5227110(NE corner)
C	12	695410	5226000(SE corner)
D	12	695000	5226000(SW corner)

**Legal Location (Township, Range & Section(s)):**

Petroleum County: T16N R26E Section 9 NW ¼ of NE ¼

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Name of Property

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**Verbal Boundary Description**

The National Register boundary for the Lewistown Satellite Airfield Historic District (Boundary Increase III) is a polygon with UTM points A-D (NAD 83) as its vertices. See attached Site Map and Topographic Map.

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**Boundary Justification**

Site boundaries for the Lewistown Pattern Bombing Range have been established primarily by the on-the-ground remains of the target that exist today. In general, the extent of the target and the dummy bomb fragments surrounding it make up the boundary.

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**11. Form Prepared By**

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name/title:	Benjamin Miller/Archeology Technician; Zane Fulbright/Archeologist		
organization:	Bureau of Land Management	date:	August 7, 2009
street & number:	920 NE Main St.	telephone:	(406) 538-1900
city or town:	Lewistown	state:	MT zip code: 59457

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**Property Owner**

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name/title:	Bureau of Land Management		
street & number:	920 NE Main St.	telephone:	406-538-1900
city or town:	Lewistown	state:	MT zip code: 59457

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The Lewistown Pattern Bombing Range (bombing range) is a large, earthen target used to train pilots during World War II, located approximately 11 miles north of the small town of Winnett, in Central Montana. The site lies in the bottom of a wide basin, amid vast expanses of mostly flat, sagebrush prairie used primarily for grazing livestock. Five concentric circles plowed into the ground create the primary feature on the site, with fragments of “dummy” bombs scattered around. The target measures approximately 1000 feet in diameter, with the center circle being 200 feet in diameter, and the surrounding four rings being spaced 100 feet apart. The bombing range was used primarily for day and night training missions using B17 heavy bombardment aircraft. The range is comprised of two overlapping bombing sub-ranges: a 200-foot diameter target and a 1,000-foot diameter target. This boundary increase only includes the 1,000-foot diameter target, as the smaller one is no longer present on the landscape. Three observation buildings were built around the target range for triangulating the location of the dropped bombs. No evidence of these buildings remains. The War Department use of the bombing range occurred between February 1943 and November 1, 1943 (Shaw, 2007).

The type of munitions used at the bombing range consisted of AN-M54 4-pound incendiary bombs and M38A2 100-pound practice bombs with M1A1 spotting charges (Shaw, 2007).

The area containing the target had been homesteaded by Joseph C. McNulty, who received Patent #678342 for 320 acres on May 19, 1919. The federal government reacquired this land in 1937 using the Bankhead-Jones legislation. Lands reacquired by the government under this authority generally were lands not suitable for agricultural use, especially at the scale required under the various homesteading legislation. In February 1943, the Department of the Army acquired a total of 2,401 acres of real estate to use as the Lewistown Pattern Bombing Range (PBR). The site was comprised of 2,078.48 acres from the Department of Agriculture and 322.52 acres from Petroleum County, Montana. The land was transferred to the War Department for use by the Army Air Corps. On October 1, 1944, the bombing range property was declared surplus to the needs of the government. In June 1945 the property was released back to the Department of Agriculture and Petroleum County with no restrictive covenants or land use restrictions. When the Grazing Service and the General Land Office combined to become the Bureau of Land Management in 1946, the land transferred from the Department of Agriculture to the Department of Interior.

The Lewistown PBR is located in the west portion of the glaciated Missouri Plateau of the Great Plains province. The area is characterized by broad, flat, gently rolling plains. The bombing range is located within the Montana Valley and Foothills Grasslands ecoregion. The dominant vegetation type consists of wheatgrass and fescue (Shaw, 2007).

During its time of use, a red, wooden frame pyramid, 20 feet tall x 20 feet square marked the center of the target. The bombing range was used by squadrons from the Cut Bank, Glasgow, and Lewistown satellite airdromes, and by the Army Air Base in Great Falls (Democrat News, 1942).

The means of construction of the target are unclear, though one source states that it appeared to be made by a 14-inch one-way moldboard plow (Eichhorn, 2000).

**Lewistown Satellite Air Field Historic District**

The Lewistown Satellite Air Field Historic District is located along U.S. Highway 87 about one mile southwest of Lewistown, Montana. The airfield sits on level ground before the highway drops down into the town. It now serves as the Lewistown Municipal Airport. The Historic District listed on March 8, 2000, is located in the northwest corner of the airport and includes the six buildings associated with the flight apron functions of the airfield during its period of significance.

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In 2004, Boundary Increase I expanded the district to include more of the original building cluster. Boundary Increase II identified and nominated all the remaining historic, contributing features within the airfield property, to more fully document the district and convey the historic use of the airfield as a whole. This nomination (Boundary Increase III) includes the discontinuous feature in Petroleum County, namely the pattern bombing range, that contributes to the significance of the military airfield that were not included with the first three National Register Nomination Forms.

**Site 1: Lewistown Pattern Bombing Range (contributing)**

The Lewistown Pattern Bombing Range is an earthen feature in the form of a classic “bull’s eye.” It is 1,000 feet in diameter and consists of five concentric rings. The innermost ring has a diameter of 200 feet and is encircled with rings measuring 400, 600, 800, and 1000 feet in diameter. Each ring is approximately 18”-24” wide and 6”-10” deep (Eichhorn, 2000). The target lies in the bottom of a long, wide, gently sloping drainage which runs WNW- ESE. The target is visible primarily by the change in vegetation that occurs along the rings, where there is denser, taller vegetation than the surrounding area. The earthen berms constructed for the target are still mostly present and help in identifying the site on ground level, while the vegetation is primarily responsible for the site’s visibility when it is being viewed from the surrounding ridges or the air. The northern and southern portions of the outermost three rings are very faded and practically invisible. This is due primarily to the fact that they lie in the slopes of the drainage, where overall vegetation is greater and the erosion process is more advanced.

**Site 2: Dummy bomb cluster (contributing)**

Fragments of “dummy bombs” are present throughout the area, with a concentration of eight, mostly whole, flattened bombs present on the rocky rim south of the target. Bombs present on the range are AN-M54 incendiary bombs and M38A2 100-pound practice bombs with a M1A1 spotting charge (Shaw, 2007). It is unclear when or why the bombs were collected and amassed on the ridge, but it is presumed that the collection was done by civilians after the range was closed and returned to public land. Since grazing is the primary use of the area now, it is likely that the local grazing permittee has clustered the dummy bombs to remove them from the range. Local (Winnett) high school students are known to have visited the site and removed “souvenirs,” and in the process may have concentrated the remnants in their efforts. Eight bombs are strewn across a 5-meter area around a rocky outcropping. One other bomb and a fragment of metal are located at the foot of a large boulder, about 10 meters east of the primary concentration.

**Integrity:**

In 1942 the Army selected sparsely-populated Petroleum County for the location of the Pattern Bombing Range. The isolated range country, lack of lights visible at night, and lack of conflicts made this undeveloped area ideal for the training missions. Even though the observation buildings and central “bulls-eye” pyramid are no longer present, the primary feature of the site – the target – is visible from the ground but more importantly from the air. 21<sup>st</sup> –century pilots can still see what the WWII training pilots were aiming for. Dummy bomb fragments still litter the slopes surrounding the range. Though the bombing range has not been maintained, the layout of the 1942 military design of the target is intact.

Location, design, setting, feeling, workmanship, and association are all present. Materials for the target and dummy bombs are present, but the buildings and pyramid are absent. The Lewistown Satellite Airfield (Boundary Increase III) retains a high degree of integrity overall.

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The bombing range is significant for its association with the Lewistown Satellite Airfield and its role in training pilots using the top-secret Norden Bombsight in preparation for bombing missions in Japan. The bombing range was used primarily for providing day and night training missions for B-17 heavy bombardment aircraft between February 1943 and November 1943. On October 1, 1944, the property was declared surplus to the needs of the US Government and in June 1945 the range was released back to the US Department of Agriculture and Petroleum County.

The Lewistown Army Airfield (AAF) Historic District Boundary Increase III is significant for its association with the nation's military buildup during World War II. The Airfield was one of four facilities constructed for the U.S. Army Air Corps in Montana to train squadrons in navigation of the B-17 Flying Fortress and use of the top secret Norden Bombsight, and for these important associations is eligible under Criterion A. As the U.S. Department of Defense systematically removes World War II "temporary" buildings under its control, these resources gain additional significance for their representation of this important period in the nation's history. The configuration of the building clusters, runways, taxiways, hardstands is largely intact from the time of construction, and represents an increasingly rare and important property type. The airfield is a significant example of Army Air Force Base design, and eligible for listing under Criterion C. The bombing range was an integral part of the airbase in that it was there that pilots were able to practice using the new bombsight and get the experience they would need to execute bombing missions in a real war situation.

Six of the historic buildings associated with the Airfield were listed in the National Register on March 8, 2000. Thirteen more resources were listed on September 17, 2004, when the district boundary was increased to include buildings and structures constructed and used by the U.S. Army Air Corps' training program at the Lewistown AAF. The second boundary increase in 2006 recognized additional physical aspects of the Lewistown AAF that were not documented with the two previous nominations. The intent of this third boundary increase is to include the Lewistown Pattern Bombing Range in the boundary of the Lewistown AAF, as it was not included in the original nomination.

The significance of the Lewistown AAF is that it was one of only four training facilities for B-17 bomb squadrons in Montana during World War II, and it is also only one of possibly three identified B-17 training facilities that retain the Norden Bombsight storage house (vault). The Norden Bombsight was so covert, that the bombardiers swore an oath to secrecy:

Mindful of the secret trust about to be placed in me by my Commander in Chief, the President of the United States, by whose direction I have been chosen for bombardier training... and mindful of the fact that I am to become guardian of one of my country's most priceless military assets, the American bombsight... I do here, in the presence of Almighty God, swear by the Bombardier's Code of Honor to keep inviolate the secrecy of any and all confidential information revealed to me, and further to uphold the honor and integrity of the Army Air Forces, if need be, with my life itself (U.S. Centennial of Flight Commission).

**Establishment and Training at B-17 Airbases**

*Much of the information for this section comes directly from Bill Callahan's excellent National Register nomination form for the Fairmont Army Airfield in Nebraska.*

In 1934, the Boeing Aircraft Company of Seattle, Washington, began construction of a four-engine heavy bomber. Known as Boeing model 299, it first took flight on July 28, 1935. The government ordered production of 13 of these aircraft, and then designated the Y1B-17. Delivery of these first production models was between January 11 and August 4, 1937. By the end of the 1930s, the eruption of World War II in Europe led the United States to increase its military production. Although World War II began for the United States in December of 1941, Franklin D. Roosevelt and the Department of War had been preparing for war for several years. By the summer of 1940, the Army Air Corps planned for an enormous expansion of combat aircraft training facilities. By September 1940, the President's Advisory Commission to the Council

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of National Defense had begun collecting information about potential sites for locating air training facilities throughout the country (Callahan 2002).

Construction of Army Air Force (the Army Air Corps became the Army Air Forces in June, 1941) training fields were part of a truly massive construction program by and on behalf of the U.S. military just before and during WWII. Immense facilities sprang up within weeks where none before existed. These facilities were located all over the United States. Thrown in among the army and navy training facilities, shipyards, jeep, bomber and tank factories were ammunition plants, ordnance depots and Army Air Force (AAF) training facilities. These facilities were located throughout the central section of the country, and were among the physically largest of the World War II facilities, often requiring the requisition of thousands and even tens of thousands of acres of agricultural land (Callahan 2002).

The immensity of scale and rapidity of completion of WWII facilities nationwide is very difficult to overstate. All over the nation, land was acquired for the construction of industrial, military and support facilities meant to train and arm a vast armed force necessary to fight a land, sea and air war on two fronts. The construction of Air Corps air fields illustrates the spectacular feat of construction and organization on the American home front. In 1939, the Army Air Corps had seventeen air fields in all of the United States. By late 1945, the AAF had nearly *eight hundred* airfields in the continental United States. (Callahan 2002)

WWII was the first time in history that strategic aerial bombing of enemy military and industrial facilities was attempted in any significant way. With a few important exceptions airplanes were a largely untested and, in some quarters, controversial weapon of war. Much of the controversy over the airplane as weapon centered on whether strategic bombing was an effective means of waging war. However, many authorities in the United States military observed the effectiveness of air power in Germany's role in the Spanish Civil War and in the Japanese subjugation of much of China. These observations led to the urgent development of many very effective types of military aircraft, and none more so than the heavy bomber (Callahan 2002).

Four-engined bomber aircraft such as the Boeing B-17 Flying Fortress and the Consolidated Vultee B-24 Liberator were largely experimental weapon systems prior to WWII. Technologies that allowed these (for the time) behemoths to fly thousands of miles and strike enemy targets with remarkable precision were cutting edge. Consider that in 1941 passenger airlines were in their infancy, and that heavier-than-air powered flight had been invented less than forty years before. Strategic bombing tactics (which included flying in large formations), navigation systems, targeting systems, high-altitude survival mechanisms, support systems and, of course, simply learning to fly the aircraft as part of a crew were all components of a vast, untested and unproven strategic combat system. Very young men often with no more than a high school education were trained in this system from 1941 to 1945 and were expected to master all the new technologies and tactics within a few weeks and perform in the most difficult, stressful and deadly conditions.

In 1942, Major General Robert Olds, commanding officer of the Second Air Force, laid out the precise purposes of the B-17 bomb squadron training fields:

1. Take men individually trained in the delicate art of bombing and weld them into a combat team that works as one man. Particular stress is laid on the ability of this united team to take a four-engine bomber to any target within maximum range, day or night, fair weather or foul, over land or sea, bomb the objective successfully and present the maximum defensive fire power necessary to ward off attacks by enemy pursuits enroute.
2. The organization and training of heavy bomber squadrons and groups is next in line and here special stress is laid on the close coordination of members of combat crew teams to produce essential mass tactics.



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3. The trained and organized groups are given a finishing period of training from dispersed airdromes in close simulation of actual conditions encountered in each of the many combat theaters in which American air forces are operating in the second World war today.

The B-17 received the name "Flying Fortress" from a Seattle reporter who commented on its defensive firepower. The B-17 underwent a number of improvements over its 10-year production span. Throughout the War, the B-17 was refined and improved as battle experience showed the Boeing designers where improvements could be made. The final B-17 production model, the B-17G, was produced in larger quantities (8,680) than any previous model and is considered the definitive "Flying Fort." With its 13 .50-caliber machine guns -- chin, top, ball and tail turrets; waist and cheek guns -- the B-17G was indeed an airplane that earned the respect of its combatants. In addition, air crews liked the B-17 for its ability to withstand heavy combat damage and still return its crew safely home. Between 1935 and May of 1945, 12,732 B-17s were produced. Of these aircraft, 4,735 were lost during combat missions.

Four 1,200 horsepower engines roar to life as the three-bladed propellers begin to turn. They spin faster, gaining speed with each revolution, yearning their pilot to ease the plane forward to takeoff into the expansive sky. (Nucleus Journalist 2006)

The Lewistown Satellite Airfield in coordination with the main Army Air Corps base at Great Falls and the other satellite airfields at Glasgow and Cut Bank trained crews to operate the B-17. A spokesman for the Army's Second Air Force command said that, "The crews at the four fields will be engaged in regular training flights to check on the accuracy of navigators and to promote teamwork among the crews. Much of their time will be devoted to practice bombing." The dispersed airfields permitted simulation of conditions in combat zones. One person compared flying over Central Montana with its lack of clearly identifiable landmarks to flying over blacked out England. Another Army spokesman explained that, "Many of the flights will be in precise formation, simulating battle conditions, when ships must be so spaced as to cover one another with guns." The skies over central Montana were filled with B-17s flying between the airfields, partaking in bombing practice, and testing long-range navigation skills. (Lewistown Democrat-News)

Aircraft from Lewistown, Great Falls, Glasgow and Cut Bank would take off at a predetermined time, form up in squadron formation over their respective locations, and later, over central Montana, join up in group formation. These bombardment groups, including Lewistown's 615<sup>th</sup> Bomber Squadron, went on to participate in decisive raids over Germany opening the door for Allied daylight precision bombing. The Montana-trained squadrons flew at total of 1263 combat missions, dropped 71,128 tons of bombs, lost 548 aircraft and shot down 1018 enemy aircraft without ever turning away from a mission. They earned Presidential Unit Citations with valor and fortitude over Leipzig, Oscherslaben, Regensburg, Schweinfurt, Steyr and Zwickau. Assigned to the Mighty 8th and 15th Air Forces, the unwavering courage and unbowed bravery of airmen from this Montana airfield shines as this nation's bright pride.

**Boundary Increase III Resources Significance**

The Bull's Eye is significant in that it was directly associated with the Lewistown Satellite Airfield and used in training with the Norden Bombsight in preparation for WWII bombing missions in Japan. It was one of several such bomb targets throughout central Montana all associated with the Great Falls (later Malmstrom) Airforce base and used for training purposes during WWII.

The site within the proposed Boundary Increase III completes the significant story of the airfield. Here, the essential training runs of the crews began and ended. On the runways, taxiways, and hardstands themselves the crews learned the intricacies of the unwieldy B-17s. The size of these resources is indicative of the large scale of not only airplanes, but also the numerous, intense training sessions the crews underwent during there short time there. The historic resources within

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the boundary increase area played an important role in the function and operation of the Lewistown base. The significance and roles of these features are detailed below:

The Lewistown Pattern Bombing Range is eligible under Criterion A as an intact representation of the type of targets used to train B-17s using the Norden Bombsight. The buildup to WWII and the role that B-17s played throughout the war are both important aspects of our history and should be recognized and preserved for generations to come.

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Photographs and Maps

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The photographs that accompany this nomination were taken by Zane Fulbright and Benjamin Miller on April 8, 2009, using a high-resolution digital camera. The images are recorded on a CD with a resolution at least 1200x1800 pixels, 300 dpi in "true color" 24-bit, .tif format.

Name: Lewistown Pattern Bombing Range  
County and State: Petroleum County, Montana  
Photographer: Benjamin Miller  
Date of Photograph: April 8, 2009  
Location of original negative: Lewistown Field Office  
Description and view of camera: Overview of site. View to north  
Photograph Number: 0001

Name: Lewistown Pattern Bombing Range  
County and State: Petroleum County, Montana  
Photographer: Benjamin Miller  
Date of Photograph: April 8, 2009  
Location of original negative: Lewistown Field Office  
Description and view of camera: Overview of site, with dummy bomb fragment. View to north  
Photograph Number: 0002

Name: Lewistown Pattern Bombing Range  
County and State: Petroleum County, Montana  
Photographer: Benjamin Miller  
Date of Photograph: April 8, 2009  
Location of original negative: Lewistown Field Office  
Description and view of camera: Detail of dummy bomb fragments  
Photograph Number: 0003

Name: Lewistown Pattern Bombing Range  
County and State: Petroleum County, Montana  
Photographer: Benjamin Miller  
Date of Photograph: April 8, 2009  
Location of original negative: Lewistown Field Office  
Description and view of camera: Overview of site, with dummy bomb cache. View to north  
Photograph Number: 0004

Name: Lewistown Pattern Bombing Range  
County and State: Petroleum County, Montana  
Photographer: Benjamin Miller  
Date of Photograph: April 8, 2009  
Location of original negative: Lewistown Field Office  
Description and view of camera: Detail of target construction. View to southeast  
Photograph Number: 0005

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Name: Lewistown Pattern Bombing Range  
County and State: Petroleum County, Montana  
Photographer: Zane Fulbright  
Date of Photograph: April 8, 2009  
Location of original negative: Lewistown Field Office  
Description and view of camera: Overview of site. View to southwest  
Photograph Number: 0006

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| Figure 7  | Photo 0003  |
| Figure 8  | Photo 0004  |
| Figure 9  | Photo 0005  |
| Figure 10 | Photo 0006  |

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Figure 1: Aerial view of Lewistown Pattern Bombing Range.



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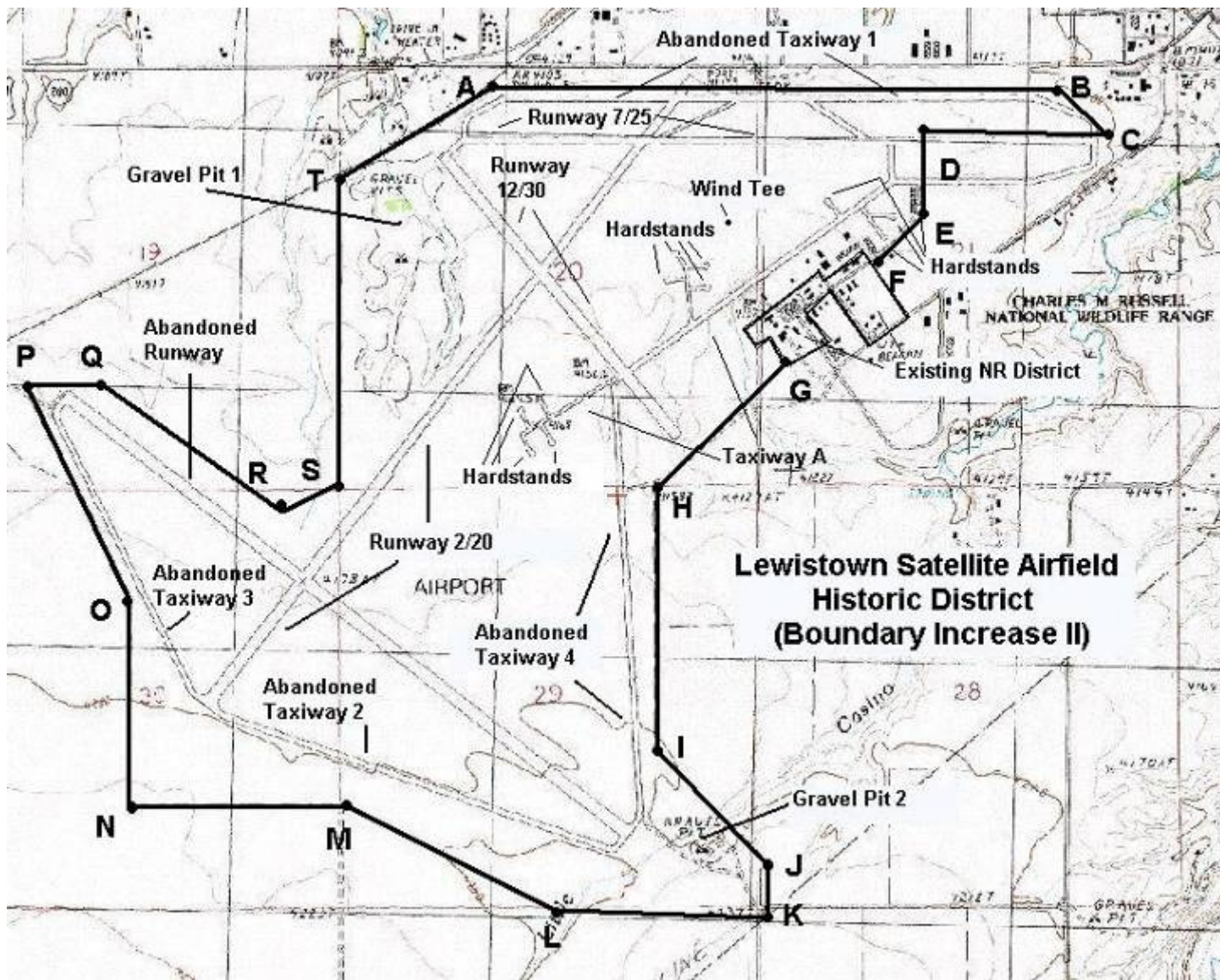


Figure 2: Lewistown Satellite Airfield Historic District (Fergus County),  
prior to this Boundary Increase III

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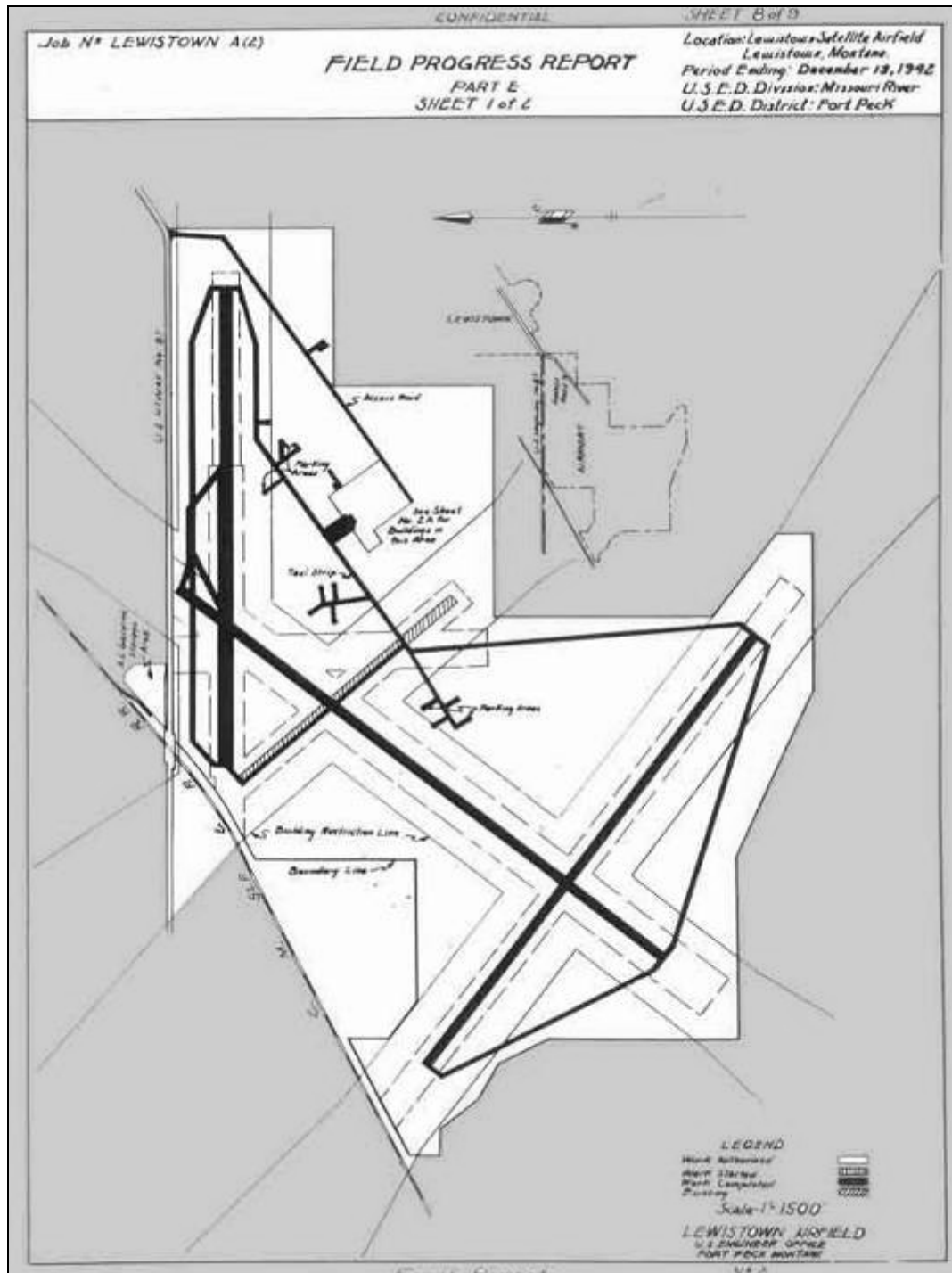


Figure 3: Original design plan of the Runway Complex at the Lewistown Airfield.  
(Encompasses original nomination including Boundary Increases I and II).

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Figure 4: Aerial view of the Lewistown Airfield (Encompasses original nomination including Boundary Increases I and II).  
Photo taken October 14, 1943. Photo courtesy of Jerry Moline (Lewistown airport manager)



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